## Explosion Sealed Fate of the Titanic and Passenger

## ISMAY'S VOICE ALMOST FAILS

Managing Director of the White Star Line Gives His Version of Titanic

Disaster.

### (Continued From Page One.)

In addressing Mr. Franklin, Mr. Ismay used the frank," and the urgent messages he sent to Mr. Franklin regarding the disposition of the crew were as fol-

lows:

'Mr. Franklin, New York, Very important you should hold Cedric till Priday for Titanic crew, Answer, (Stoned.) (Signed.)

(Signed.)

Evidently there was an answer to this message in which Mr. Franklin did not express a similar opinion about holding the Cedric, for some time later the following dispatch was sent out by wireless from the Carpathia:

"Islafrank, New York. Think most unwise keep Titanic crew until Saturday. Strongly urge detaining Cedric and suiling midnight if desirable.

(Signed.)

"YAMSL"

Again it is apparent that if there was an answer to this dispatch it was not favorable to holding the Cedric, for "Yamsi" put through the following message:

"Islafrank, New York. Unless you have good and substantial reason for not holding Cedric please arrange to do so. Most undestrable have crew in New York so long.

Titanic not to arrive at New York lightship before 5 a. m., Wednesday. "There would have been advantage in arriving earlier." he added.

"Was there any attempt to lower the boats of the Carpathia to take on survivors as you went aboard her?" asked Mr. Smith.

Twenty Lifeboats.

do so. Most undestri New York so long.

Most undestrable have crew in New York so long.

(Signed.)

If such a plan existed, however, as alleged, it was frustrated. The members of the crew, when they disembarked from the Carpathia, were rounded up in the shed on the southern part of the Cunard pier, but soon many of them got mixed up with the steerage passengers and became scattered.

ISMAY'S VOICE

TREMBLES AS

HE TESTIFIES

NEW YORK, April 9.—The story of how the Titanic met her fate was told today to the United States senate committee, investigating the Titanic disaster, by J. Bruce Ismay, managing director of the White Star line.

When asked the circumstances under which he left the boat, Mr. Ismay replied almost in a whisper:

'One of the boats was being filled.

Twenty Lifeboats.

"There were no passengers to take on," said Mr. Ismay.

"In your lifeboat, what course did you take?" the senator asked.

"How long were you in this lifeboat?"

"About four hours."

"Yes, we hailed one," he said. He said he saw no liferafts in the sea.

"How many lifeboats were on the Titanic?"

"Twenty, altogether, I think," replied Mr. Ismay, "sixteen collapsible and four wooden boats."

"That been suggested." Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that:"

"I do not. I never heard of it and I think all the lifeboats were accounted for."

"I do not. I never heard of it and I think all the lifeboats were accounted for."

Total you see the Titanic sink?"

which he left the boat, Mr. Ismay replied almost in a whisper:

'One of the boats was being filled.
Officers called out to know if there were any more women to go. There

one. No passengers were on the As the boat was being lowered

Adjusting his cuffs, Mr. Ismay was visibly nervous when, he took the stand. He gave his age at 50 years. In response to a few formal questions he said he sailed as a voluntary pas-

speed. She never had run at full speed.

### Never Speeded Up.

"She was built to go eighty revolu-tions and had never been sped up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tues-day but the the boat up to her full quota on Tues-day, but the catastrophe came to pre-vent it."

vent it."
Although he came on a "voluntary trip," Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay

"Did be survive?" asked Mr. Smith.
"Unfortunately, no."
Mr. Ismay said it was arranged be-tween him and Captain Smith of the

"Generally debilitated for years. Had sick headaches, lacked ambition, was worn-out and all run-down. Burdock Blood Bitters made me a well woman."—Mrs. Chas. Freitoy, Meosup, Conn.

Bilious? Feel heavy after dinner? Tongue coated? Bilter taste? Complexion sallow? Liver needs waking up. Doan's Reguleis cure billous attacks. 25 cents at any drug store.

Don't think that piles can't be cured. housands of obstinate cases have been sured by Doan's Ointment. 80 cents at my drug store.

Farmers, mechanics, railroaders, fa-borers rely on Dr. Thomas' Edectic Oil. Takes the sting out of cuts, burns or bruises at once. Pain cannot stay where it is used.

### Thorough Equipment

This institution is thorough ly equipped to transact with economy and dispatch every branch of a modern trust company business. Its capital and surplus of over \$400,000 combined with strict state supervision afford every protection and its steady growth in the number of patrons and volume of deposits is the best proof of the staisfactory manner in which it handles all business intrusted to it.

Small and large accounts are invited.

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& TRUST CO.,

CAPITAL AND SURPLUS \$400.000.00

### Governor Spry Sends A Message of Sorrow to President for Utah

In the name of the people of Utah. Governor William Spry yesterday telegraphed to President Taft at Washington an expression of the deep sorrow felt in common by the c tizens of this state, for those whose hearts have been rent by the Titanic sea horro . The message was as follows:

> Executive Office, State of Utah. Salt Lake City Utah, April 19, 1912.

President William Howard Taft,

White House, Washington, D. C.

In publicly expressing, as you doubtlessly will, the sorrow of the people of the nation for those whose hearts are torn and bleeding by reason of the appalling catastrophe of Sunday night, I sincerely trust that you will voice a message of heartfelt sympathy from Utah.

The People of this state are shocked and horrified at the terrible calamity.

To you personally, permit me to express my deep sorrow in the loss of our close personal friend. Major Archibald Butt. The sorrow that is yours by reason of the untimely passing of this most excellent gentleman is shared by a host of friends the nation over.

WILLIAM SPRY, Governor.

Story of Voyage.

Enormous Icebergs.

Heroic Survivors.

Had Seen No Ice.

Women Were Rowing.

At Representative Hughes's sugges-on, Captain Restron was asked fur-her about the lifeboat with one officer and one seaman in it. This was the

York with the Carpathia?" asked Sena-tor Smith.
"April 14," said Captain Rostron
"Bound for Gibraltar."
"How many passengers did you have?"
"I think 120 first class, fifty second class and about 545 third class passen-gers."

### Twenty Lifeboats.

gency."
Arriving at the scene of the accident Captain Rostron testified he saw an rec-berg straight ahead of him and stopping at 4 a, m, ten minutes later he picked up the first lifeboat. The officer sang out he had only one seaman on heard and was having difficulty in marning his tent.

for."
"Did you see the Titanic sink?"

"I did not see the Titanic go down."
Mr. Ismay said, shaking his head mournfully. "I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up. I turned back once after we left the vessel. I saw her green light and never turned back again. I did not want to see the end."

"Was there confusion apparent on the As the prayers were being said, Captain Rostron testified, he was on the bridge searching for survivors. He told of talking with the Californian, which had arrived. As he searched the sea one body with a life preserver on floated by. The man was dead, probably a member of the crew, the captain said. The body was not picked up, the officer explaining. "because the survivors of the Titanic were in no condition then to see a body brought aboard." he said he sailed as a voluntary passenger on the Titanic.

"The accident took place on Sunday night," he said. "The exact time I don't know, because I was asleen. The ship sank, I am told, at 2:30. I understand you have been told the Timederstand you have been told the Timederstan

"I did not."

"Did you have any message from him?"

"None."

"How many wireless operators were there on the Titanic.

"I presume there were two," said Mr. Ismay. "One is always on watch."

"Did they survive?"

"I have been told one did, but I do not know whether it is true."

"Were any of the crew enlisted men in the English navy?"

"I do not know."

### Construction of Ship.

Turning to the construction of the ship.
Mr. Ismay declared the ship was specially constructed so that with any two of the larger compartments full of water she still would float.

"If the ship had struck headon she probably would be afloat today," he added. "Did any one of the collapsible boats sink?"

"No. sir."
"Did you attempt to interfere with the working of the wireless on the Carpathla?"
"The captain probably will tell you I was not out of my room from the time I got into it until last night," was the reply.

I got into it until last night," was the reply.

"During the vovage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

He said the ship was not in proximity to leehergs Saturday or Sunday, although he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the Amerika and the Titanic talking by wireless about leebergs.

Sonator Smith asked if he sought to send any wireless messages from the Titanic after she struck. He did not. which also carried twenty lifeboats?"
Senator Smith asked,
"No. The Titanic was supposed to be
a lifeboat herself."
"You say that the captain of a ship
has absolute control over the movements
of his vessel?"
"Yes, by law that is the rule," Captain Rostron answered.
But, suppose we get orders from the
owners of our ship to do a certain
thing—if we do not execute that order
we are liable to disminsal. When I
turned back, we sent a message to the
Cunard line office saying I was proceeding to New York unless otherwise ordered. I then started, I received no
order to change my course."
Captain Rostron then explained that
it was for the good of the shipwrecked
people that he brought his ship to New
York instead of going to Halffax.
Mr. Ismay, sliting in a corner, smiled
as Captain Rostron said he never knew
of a managing director of one line giving
directions to the captain of another line
when a passenger of the captain's boat.

Women Were Rowing.

### Order to Lower Boats.

Turning to the subject of lifeboats, Mr. smay said he heard the exptain give the order to lower the boats. "I then left the bridge," added the official. Three boats, he said, he saw owered and filled. In this boat were four numbers of the crew and forty-five passengers.

men to get into the boats? asked Senator Smith.

"I saw none."

"How were the women selected?"

"We pleked the women and children as they stood nearest the rail.

Representative Hughes handed Senator Smith a note and then the chairman told Mr. Ismay that it was reported that the second litchoat left without its full complement of carsmen, and from \$1.20 until 7.20 until 7

The women were forced to row the boat it know nothing about it.

Representative Hughes's daughter was in this boat and was assigned to watch the cork in the boat and was assigned to watch the cork in the boat and was assigned to watch the cork in the boat and was assigned to watch the cork in the boat and was assigned to watch the cork in the boat and was assigned to watch the core in the core work in the boat and the core could at least two women to use her things as a stopper.

Mr. Ismay was asked how long he remained on the injured ship.

That would be hard to say, Mr. Ismay responded. Almost until she sank probably an hour and a quarter.

As a final question to his examination Mr. Ismay was asked what he had on when he got into the lifebout.

"A pair of slippers, a pair of paismas, a suit of clothes and an overcoat," he work in the the wireless falled.

Mr. Ismay was asked to hold himself in residiness during the day for another call before the committee.

Captain Bostron of the Carpathia formation in the communicate directly with the Carrashis.

Captain Rostron was asked further was resound. At least two women in the cours with the representative shout the lifebout with the representative shout the lifebout he were rowing. In another lifebout he can we could not tell.

Why so few measages came from the Carpathia was gone into Captain Rostron the country were sent to the Associated Press. Then the first were sent and then the wireless falled.

Senator Smith said some complaint had been heard that the Carpathia had not answered President Taff's Inquiry of Malor Butt. Captain Rostron deciared he knew of no attempt of President Taff to communicate directly with the Carrashis.

Captain Rostron of the Carpathia formation of the carpathia formation

ment.

"The maximum efficiency of the Carpathia wireless. I should say was 200 miles. The wireless equipment on the Titanic was available for 500 miles during the daytime and 1000 miles at night."

"Do you consider that the Titanic was equipmed with the latest approved appli-Yes, I should say that it had the very

est.
Senator Smith asked if amateur or rival
oncerns interfered with the wireless
ommunication of the Carpathia.

### Second Officer's Story.

That finished Mr. Marconi's testimony. Charles Herhert Lightholder, second officer of the Titanic, followed Mr. Marconi. Mr. Lightholder said he understood the maximum speed of the Titanic was shown by its trial tests to have been 22 to 23 knots an hour. Senator Smith asked if the rule requiring life-saving apparatus to be in each room for each passenger was complied with. "Everything was complete," said Lightholder.

solder.

Sixteen lifeboats, of which four were collapsible, were on the Titanic, he added.

During the tests, he said, Captain Tlark of the British Board of Trade was aboard the Titanic to Inspect its life-

aboard the Titanic to Inspect fre life-saving equipment.
"How thorough are these captains of the Board of Trade in inspecting ships?" asked Senator Smith.
"Captain Clark is so thorough that we called him a nuisance."
Lightholder said he was in the sea with a lifebelt for one hour and a half.
"What time did you leave the ship?"
"I didn't leave it."
"Did it leave you?"
"Yes. sir."
"Where were you when the Titanic sank?" "Tell the committee all that happened after you left New York."

"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine, clear weather. At 12.35 Monday morning I was informed of the urgent distress signal from the Titanic."

"By whom?"

"The wireless operator and first officer. The message was that the Titanic was in immediate danger. I gave the order to turn the ship around as soon at the Titanic had given her position. I set a course to pick up the Titanic, which was fitty-eight miles west of my position. I sent for the chief engineer; took him to put on another watch of stokers and make all speed for the Titanic. I told the first officer to stop all deck work, get out the lifeboats and be ready for any emergency."

Arriving at the scene of the accident

"In the officers' quarters"
"Were all the lifeboats gone then?"

### One Boat Not Launched.

"All but one. I was about ten feet from it. It was hanging in the tackle and they were trying to get it over the bulwarks the last time I saw it. The first officer, Mr. Murdock, who lost his life, was managing the tackle."

"When did you see Mr. Ismay?"

"When we started to uncover the boats. He was standing on the boat deck."

deck"
What was he doing?"

"What was he doing?"
"Standing still."
"Was he fully dressed?"
"I coudn't say for sure; it was dark."
"When you saw Mr. Ismay twenty
minutes after the collision, were there
any other passengers near him?"
"I didn't see anyone in particular."
said Lightholder, "but there might have
been some."

been some."

The witness described the collision as a grinding saight jar followed by a grinding

Lightholder said that on Sunday he saw a message from "some ship" about some leebers ahead. He did not know the Amerika sent the message, he testified.

### Making Good Speed.

"In a radius of four miles I saw ail the other lifeboats. On all sides of us were leebergs, some four or five hundred feet high. Wreckage was strewn about us. At \$130 all the Titanic's survivors were aboard." abcard."

Then, with tears filling his eyes, Captain Rostron said he told the purser he wanted to hold a service of prayer—"Thanksglving for the living and a funeral service for the dead."
"I went to Mr. Ismay," said the captain. "He told me to take full charge. An Episcopal clergyman was found among the passengers and he conducted the services." The ship was making about twenty-one and a half knots. Lightholder testified. He said this was not the best the ship could do. "Did you have an ambition to see what he ship could make?" the witness was taked.

"Naturally, at some time."
"What was the weather?"
"Clear and fair."
"Were you anxious about ice?"
"No, sir."
"And you put on no additional lookmits?"
"No, sir."

"No, sir."
"When Captain Smith came on the ridge at five minutes of nine, what

was said." We talked together generally for twenty or twenty-five minutes about when we might expect to get to the ice-fields. He left the bridge, I think, about twenty-five minutes after nine o'clock and during our talk he told me to keep the ship on her course, but that if I was the slightest degree doubtful about conditions developing, to let him know at once." "But I must say," declared Captain Rostron, with positiveness, "every one of the survivors behaved magnificently. They sat in the boats until the order came for them to mount the ladder in turn and then came up.

Three members of the Titanic crew were taken from the lifeboats dead from exposure. They were buried at sea.

Asked about the lifeboats Captain Rostron said he found one among the wreckage in the sea. Several of the lifeboats brought in on the Carpathia to New York he said, were lowered last night and hauled away by tenders, he knew not where.

"Did you keep the Titanic on her course then?" Senator Smith asked. "Yes."

## "I had seen no ice before the Titanic signalled us, but I knew from her message that there was lee to be encountered. I had extra officers on watch and some others volunteered to watch ahead throughout the trip." Captain Rostron said the Carpathia had twenty lifeboats of ner own in accordance with the British regulations. "Would not that indicate that the regulations were out of date, your ship being much smaller than the Titanic which also carried twenty lifeboats?" Senator Smith asked. "No. The Titanic was supposed to be a lifeboat herself." Gave Place to Murdock.

The Sunday Tribune

MARVELOUS LIFE STORY-"From Millionaire Railroad

HAREM SLAVERY-American wife of the Khedive of

a terrible warning based on his life experience.

cruelties of "reformed" harem life.

the "Greatest Gang of Counterfeiters."

set all Paris talking.

President to Street Beggar." Colonel William Wayne Bel-

vin, now on his way back to respectability and fortune, pens

Egypt's cousin tells how she escaped from the slavery of

Oriental wifehood. An inside story of the miseries and

BUSINESS STORIES-The second and concluding install-

LADY DUFF-GORDON-The English lady, who is one of the

PARALLEL STORIES OF CRIME-This week's story is about

SPECIAL WRITERS-Dorothy Dix, Mabel Urner and Ella

Wheeler Wilcox write entertainingly on various subjects.

NELL BRINKLEY-A brilliant illustration depicts some of

SPORTING NEWS-The box scores of the eastern leagues and

HEARST COMICS-The great comic supplement in colors and

sprightly special articles and sporting gossip.

the other celebrated comic illustrations.

the effective poses of that new star of the stage, Madge Tith-

ment of the fascinating story, "The Progress of a Gentle-

Titanic's survivors, writes this week about the gowns that

business to go first, then private messages from the Titanic survivors in order of filing.

William Marconi, the wireless inventor, was the next winess. He entered the room with Mr. Ismay, who took his seat near the witness stand. Mr. Ismay was more nervous than at the forencen session, constantly pulling his mustache, piching his throat or rubbing his head.

Marconi Testifies.

Mr. Marconi took the stand as soon as the hearing was resumed for the afternoon. He said he was chairman of the British Marconi company. Under instructions of the company, he said, operators must take their orders from the captain of the ship on which they are employed.

"Do the regulations prescribe whether one or two operators should be aboard the ocean vessels?"

"Yes, On ships like the late Titanic and Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller hoat, carries one. The Carpathia wireless apparatus is a short-distance equipment.

"The maximum efficiency of the Carpathia wireless apparatus is a short-distance equipment on the local carries one. The Carpathia wireless apparatus is a short-distance equipment.

"The maximum efficiency of the Carpathia wireless equipment on the local carries one. The Carpathia wireless equipment on the captain swireless, it should say, was 200 miles. The wireless equipment on the local carries one. The Carpathia wireless apparatus is a short-distance equipment on the captain wireless. I should say, was 200 miles. The wireless equipment on the captain swireless equipment on the captain swireless equipment on the captain swireless.

At the time, We talked about the capta the max die and inclination of the capta and it o'clock, an hour later. All that time the wenther was calm and Icear. All that time the wenther was calm and clear. I reported longitude of the ice flood, and it o'clock, an hour later. All that time the wenther was calm and clear. I reported longitude of the ice flood, and it o'clock, an hour later. All that time the wenther was calm and clear. I reported longitude of

### Obeyed His Orders.

Obeyed His Orders.

"When I asked if I should put the women and children in the boats," replied Lightholder, "he responded, 'Yes, and lower away."

"What did you do?"
"Obeyed orders."

The last boat to put off, a flat collapsible was the one on top of the officers quarters, Lightholder said. The men dumped it on deck and waited for the water to fleat it off. Once at sea it upset. The forward funnel fell into the water, just missing the raft and overturning it. The funnel probably killed persons in the water.

"This was the boat I eventually got on." declared Lightholder. "No one was on it when I reached it. Later about thirty men clambered out of the water onto it. All had on life-preservers."

"Did any passengers get on?" asked Senator Sinith.

"J. B. Thayer, the second Marconi operator and Colonel Gracie, I recall." said the witness. "All the rest were fremen taken out of the water. Two of these died that night and slipped off into the water. I think the senior Marconi operator did that."

"Died from cold?"

"Yes, sir."

"Was there any effort by others to get on board?" continued Senator Smith.

"We took all we could."

"There must have been others in the water?"

"But not near us."

"How far away?"

"Seemed half a mile."

First Boat Sent Off.

### First Boat Sent Off.

In the first boat to be put off, Lightholder said he put twenty to twenty-five. Two seamen were placed in it. The officer said he could spare no more and that the fact that women rowed did not show the boat was not fully equipped.

At that time he did not believe the danger was great. Two seamen placed in the boat, he said, were selected by him, but he did not recall who they were.

nim, but he did not recall who they were.
"How did you happen to name them?"
"Because they were standing near."
"Did they want to go?"
"I didn't ask them; they went by my

"I didn't ask them; they went of an orders."
"How many passengers did the second boat take?"
"About thirty," said Lightholder.
"How many seamen?"
"Two seamen, as far as I remember,

sir."
"Did you see that boat again?"
"Not to my knowledge."
"The third boat?"
"By the time I came to the third boat—all those on the port aide—I began to realize that the situation was serious and I began to take chances."
"How long did all the work of loading and lowering a lifeboat take?"
"It was difficult to say, but I think about 15 to 20 minutes."
"How many passengers did the third boat contain?"

Women Were Brave. 'I filled her as full as I dared, sir, d then lowered her, about thirty-five think. The women and children could have stood quieter if they'd been in

In loading the fourth lifeboat Light-older said he was running short of

seamen.
"I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing nearby and said he would go if I needed him."
"I said: 'Are you a sailor?' and he re-

"I said: 'Are you a sailor? and he replied that he was a yachtsman. Then I told him that if he was sailor enough to get over the bulwarks to the lifeboats, to go ahead. He did and proved himself afterward to be a very brave man."

"Who was he? Did you know him?"
"I didn't know him then, but afterwards I looked him up. He was Major Pauchen of Toronto," said Lighthoider. "Had you ever seen him before?"

"Never."
Of the fifth coat, Lightholder had no particular recollection. "The last boat I

"Tild you keep the Titanic on her ourse then?" Senator Smith asked.
"Yes."
"When did you next see Captain Smith?"
"When I came out of the officers' quarters after the impact." Lighthoider replied.
"Then Captain Smith did not return to the bridge before your watch expired?"
"I did not see him."
"What time did you leave?"

Gave Place to Murdock.
"I turned over the watch to First Officer Murdock at 10 o'clock"
"Do you recall now just what the Titanic's position was when you turned over the watch to Murdock?"
"I do not know, sir, but I did know investigation and have found that

### Recent Picture Of Major Butt, Titanic Hero

MAJOR ARCHIE BUTT.



# ARCHIE BUTT GOES

(Continued From Page One.)

under any conditions, his sense proper regard to what he considered the respect due to constituted author-

The was an earnest member of the Episcopal church and loved that communion. He was a soldier, every inch of him; a most competent and successful quartermaster and a prisoned for countries and to his recognitions.

to his profession.

"After I heard that part of the cried Senator Rayner." 1 do ship's company had gone down I gave up hope for the rescue of Major Butt, to take any lifeboat, for the ray unless by accident. I knew that he would certainly remain on the ship's criminally responsible for this approach will appropriately and been perwould certainly remain on the ship's deck until every duty had been performed and every sacrifice made that properly fell on one charged as he would feel himself charged, with responsibility for the rescue of others.

'He leaves the widest circle of friends whose memory of him is sweet in every particular.'

Tributer to Major Butt continued to remain the evidence is clear that the was not properly equipped with course into the White house today.

in every particular.\*

Tributes to Major Butt continued to pour into the White house today.

Senator Tillman of South Carolina

said: "He was one of God Almighty's gen-

### Roosevelt's Tribute.

Butt.

"Major Butt was the highest type of officer and gentleman. He met his end by equipped with life-saving spring up his own life that others might be saved. I and my family all loved him sincerely."

the spectacle of the head of the failing to see that his ship was by ly equipped with life-saving spring up his own life that others might be sailing in a dangerous sea, for saved. I and my family all loved him sincerely."

for every six persons picked up five were either firemen or stewards."

Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the esa. Lightholder declared he stood on top of the officers' quarters and as the ship dived he faced forward and dived also.
"I was sucked against a blower and held there," testified the officer.
"Head above water?"
"No, sir. A terrific gust came up the blower—the boilers must have exploded—and I was blown clear."
"How far were you blown?"
"Barely clear. I was sucked down again, this time on the 'fidley' grating." for every six persons picked up five were

ing."
Did anyone else have a similar ex-

Perience?"

"Yes, Colonel Gracle."

"How did you get loose?"

"I don't know; maybe another explosion. All I know is we came up by about." boat."
"Were there any water-tight com-partments on that ship?" the senator

### "Certainly, Forty or fifty." Must Have Known.

"Were they known to passengers and "Must have been by the plans dis-"Did you know whether any of the crew or passengers took to the water-tight compartments as a last resort?"
"It is quite impossible for me to say."
"Is it at all likely?"
"I think very unlikely."
"As for yourself you prefer to take to the open sea?"
"Undoubtedly."
"Are the water-tight.

"Are the water-tight compartments in-tended as a refuge for passengers?"
"Oh, dear no, sir; not at all at any "Suppose this ship had sunk in less depth of water, would the water-tight compartments have been any refuge?" No. sir—never intended for that purpose they were designed to prevent the ship from sinking?"
"What other officers besides yourself

The third, fourth and fifth officers, "The third, fourth and bith differences, sir."
"Their names?"
"H J. Pittman, third officer: J. G. Boxhall, fourth officer: G. Lowe, fifth officer."
At this point the hearing was halted to be resumed at \$300 o'clock tonight.

### Ogden Man Loses Uncle.

Special to The Tribune.

OGDEN, April 12.—Through the press dispatches following the arrival of the Carpathia with the survivors of the Tritanic disaster. Fred L. Kenyon, residing at 121 Twenty-sixth street and an engineer at the Shupe-Williams Candy company's plant, has learned that an uncle, Fred R. Kenyon, was among the number who lost their lives. Accompanied by his wife. Mr. Kenyon was returning to their home at Southington. Conn., after an extended European tour. Mrs. Kenyon was one of the survivors arriving in New York on the Carpathia, her husband refusing a place in a lifeboat because there were women and children at hand. Mrs. Kenyon told a graphic story of the disaster, declaring that three men who said they could row were given places in the boat in which she escaped from the Titanic, but that it was demonstrated at once that they knew nothing concerning the management of a boat. She and another woman assisted in getting the lifeboat clear of the steamship. Special to The Tribune.

# ISMAY FEASTED AS

Major Peuchen Declares N aging Director Knew le hergs Were Ahead.

COMPANY IS ARRAIGN

Senator Rayner Hopes cials of White Star Lie Will Be Prosecuted.

(Continued from Page One)

dinner party by the general m of the line and that he had to go, Major Peuchen said that when Ismay got aboard the Carpathia once announced that he wanted immediately and said: " I am Ismay, I am Ismay's

### RAYNER HOLDS ISMAY UP TO WORLD'S SCOR

WASHINGTON, April 19-A coriation of J. Bruce Issuny, mr director, and other officials at White Star line, holding them in sible for the Titanic disaster, in livered in the senate today by Rayner of Maryinna, weo piny may as "the officer principles sible for the whole disaster, was reached his destination in same unharmed." Senator Rayner pointed out while neither civil nor criminal dies were available in the An courts, criminal and civil sinted

brought in the British courts, a congressional committee would

cient life saving apparatus.
"I have not the slightest doubt the northern route was taken in ence to Mr. Ismay's direct orde that after full warning he risk

life of his entire ship to make a LINDSEORG, Kan., April 19.—Colonel
Theodore Roosevelt today paid a tribute to the herolam of Major Archibald W. the spectacle of the head of the full parts of the spectacle of the head of the spectacle of the spectacle of the head of the spectacle of the gers and crew to be swallowed by sea. The martyriom and the sof separation that took place at the sinking ship are too fearly the mind to dwell upon and or plate, but Mr. Ismay, the officer marily responsible for the what aster, has reached his destinates

aster, has reached his desima-safety and unharmed.

"No legislation can bring be earth a single life lost upon that night. What we can do is to fix the responsibility if possib-rely upon British justice to but bay the guilty directorate of the

pany. "All civilized nations will " the criminal prosecution of the agement of this line. If they

Continued on Page Threal

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